



**STATUS:** Construction phase to begin during current fiscal year.

**PROJECT:** Maryland-Delaware Railroad Rehabilitation & Improvements

**DESCRIPTION:** Improve drainage, install ties, replace and tamp ballast subgrade on the 9.3 mile segment between Massey and Townsend and the 16 mile segment between Hurlock and Seaford to enable the rail infrastructure to support new 315,000 lb freight cars.

**JUSTIFICATION:** Will restore the integrity of the track bed and ensure safe passage of trains with anticipated heavier freight cars.

**SMART GROWTH STATUS**

- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

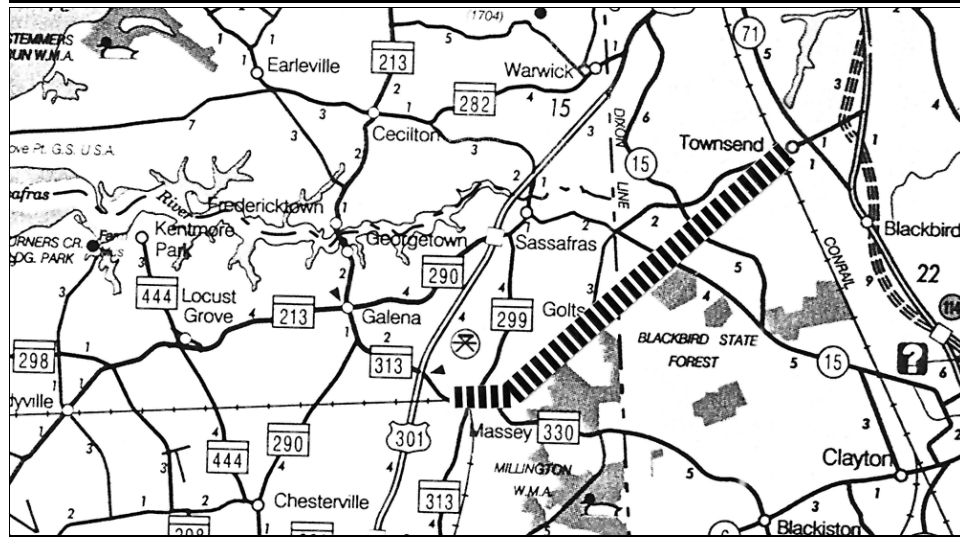
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	24	22	2	0	0	0	0	0	2	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,196	1,078	1,816	1,992	2,310	0	0	0	6,118	0
Total	7,220	1,100	1,818	1,992	2,310	0	0	0	6,120	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

# Maryland Transit Administration -- Line 14

# CONSTRUCTION PROGRAM



**STATUS:** Complete.

**PROJECT:** Maryland-Delaware Railroad Rehabilitation and Improvements

**DESCRIPTION:** Rerail the Maryland-Delaware railroad line from the Massey Yard in Kent County, Maryland to the Townsend Yard in Delaware.

**JUSTIFICATION:** This system preservation project assures that the line meets Federal Railroad Administration standards for safe operations. It is also an economic development project due to its importance to the economy of the upper Eastern Shore.

## SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

## ASSOCIATED IMPROVEMENTS:

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	38	38	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	2,184	2,176	8	0	0	0	0	0	8	0	0
Total	2,222	2,214	8	0	0	0	0	0	8	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

0015, 0700, 0874



**STATUS:** Ongoing evaluation of bridges in conformance with State of Maryland Rail Policy. Construction on 21 bridges to begin during current fiscal year.

**PROJECT:** Freight Bridge Rehabilitation

**DESCRIPTION:** Funding source for the rehabilitation of freight bridges throughout the State for FY 2002 through FY 2007. The bridges are regularly analyzed as to their structural condition and prioritized for improvements based upon specific axle load requirements and economic need and necessity.

**JUSTIFICATION:** A structural inspection of freight bridges throughout the State indicates a need for rehabilitation to maintain safe and efficient operations. These freight operations are essential to the economic welfare of the areas they serve.

**SMART GROWTH STATUS**

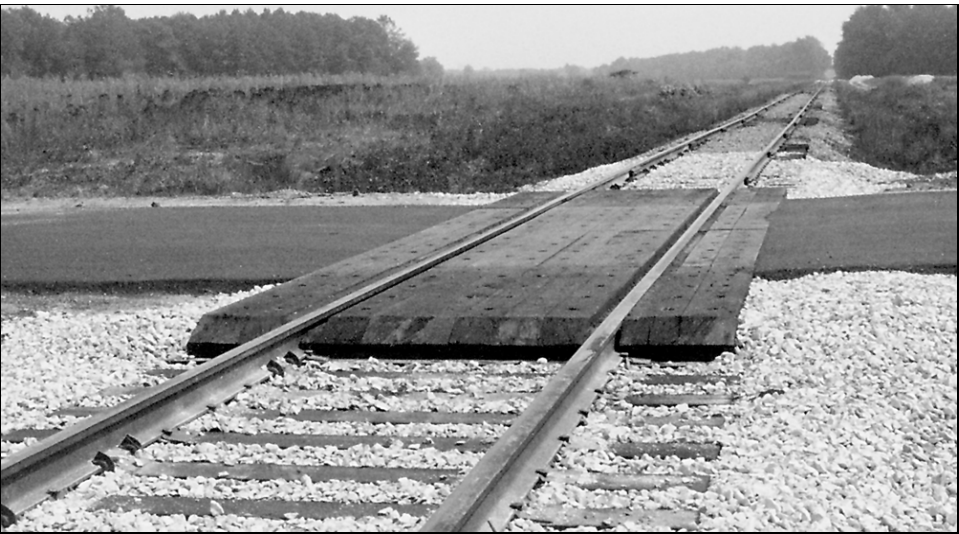
- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost increased \$1.2 million based on most recent recommendations from ongoing inspections.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	293	221	0	0	39	33	0	0	72	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,804	629	500	500	461	460	1,123	1,131	4,175	0
Total	5,097	850	500	500	500	493	1,123	1,131	4,247	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Seven crossings, two on the Maryland Midland Railroad and five on the Maryland - Delaware Railroad, have been completed by the operating railroads under the direction of SHA.

**PROJECT:** Freight Line Grade Crossing Rehabilitation

**DESCRIPTION:** Rehabilitate grade crossings on freight lines throughout the State.

**JUSTIFICATION:** This is a system preservation and safety enhancement effort to maintain smooth traffic flow at freight railroad crossings throughout the State.

**SMART GROWTH STATUS**

- ☒ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL									
	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2001	2002	2003	....2004....	....2005....	....2006....	....2007....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,178	443	0	450	450	450	450	935	2,735	0
Total	3,178	443	0	450	450	450	450	935	2,735	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0